



Land Use and Redevelopment

Introduction

The area contained within the boundaries of the West 30th Street Corridor Plan were part of three previously adopted comprehensive plan segments. The recommended land uses and zoning of those plans were evaluated to determine if those recommendations were still valid given evolving planning standards and changing conditions in the corridor. Current planning values and standards place more attention on protecting environmental resources and on better integration of land use plans and transportation plans than many past efforts. Delineating the land use recommendation maps is one of the most important tasks involved in developing a comprehensive plan and in later updating of the plan.

Existing Land Use

Existing land use in the corridor is shown on the map on the following page. An existing land use map is one way to understand the corridor's composition. Land use is associated a place's attractions to visitors and its tax base and employment opportunities.

City planning staff reviewed those conditions and activities that reveal how the plan area might be changing. A pattern of zoning changes and variances of use was not apparent within the study area. Although challenging economic conditions were widely experienced during the preparation of the plan, the study corridor was not experiencing notable blight or extended vacancies of businesses and residences. In contrast to a number of retail sites nearby on Lafayette Road, the study corridor did not have commercial sites that remained vacant for extended periods of time after buildings were removed.

Land use tends to change very slowly within built-up areas such as the West 30th Street Corridor. Commercial and retail sections may adapt to changing market tastes but rarely make radical shifts to non-retail uses. Residential and institutional land uses tend to experience very few changes over time. A few vacant sites exist. Though limited in size and number these sites offer opportunities to add land uses that could add employment, services and amenities not currently available in the corridor.

The 1.67 mile long West 30th Street Corridor area has three major sections when land use is considered. The western section, between the CSX Railroad and Guion Road, is largely commercial in its land use and includes a 0.67 mile section of Lafayette Road. The middle section, between Guion Road and Cold Spring Road, is largely residential with religious and educational facilities and a small retail cluster at Kessler Boulevard.

Delineating the land use recommendation maps is one of the most important tasks in updating a comprehensive plan.

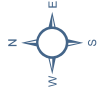


Existing Land Use

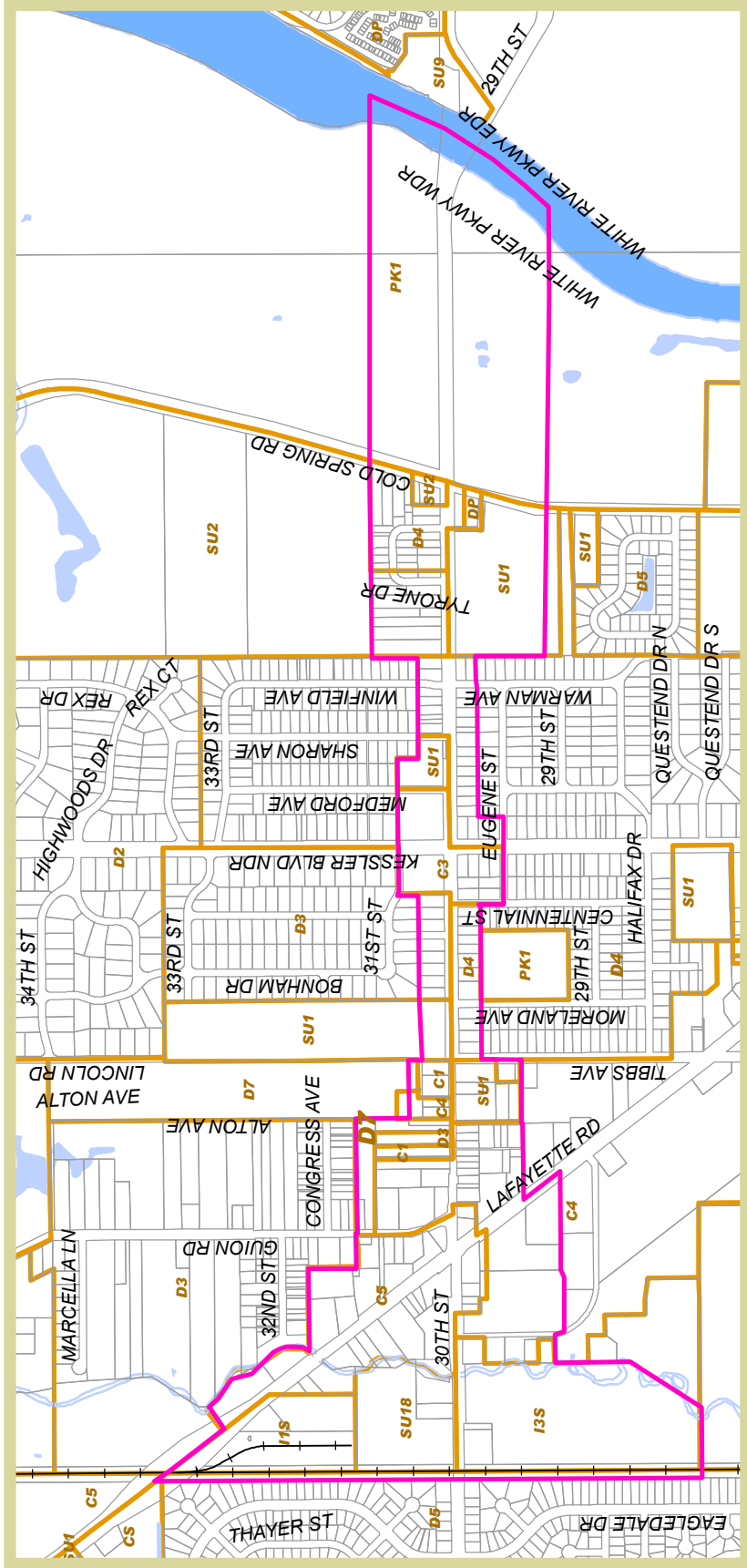
Legend

- Project Boundary
- Railroad
- Streams
- Parcels
- Buildings
- Lakes
- Rivers
- 0 - 1.75 Units
- 1.75 - 3.5 Units
- 3.5 - 5 Units
- 5 - 8 Units
- 8 - 15 Units
- Over 15 Units
- Commercial - Office
- Commercial - Retail
- Heavy Commercial
- Undeveloped Areas
- Undeveloped Areas
- Light Industrial
- Heavy Industrial
- Hospital
- Schools
- Cemeteries
- Churches
- Utility
- Special Use
- Railroad Row
- ROW
- Park
- Major Water Bodies

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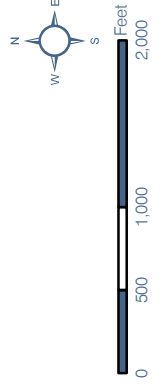
WEST 30TH STREET CORRIDOR PLAN



WEST 30TH STREET CORRIDOR PLAN

Existing Zoning (as of 12-01-2009)

- Legend**
- Project Boundary
 - Zoning
 - Railroad
 - Streams
 - Lakes
 - Rivers
 - Parcels



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The eastern section is located between Cold Spring Road and White River and is mostly park land.

WEST SECTION – CSX RAILROAD TO GUION ROAD

Lafayette Road Corridor

The West 30th Street study area includes a section of Lafayette Road from the 2900 block to 3200 block. Within this section, businesses include restaurants and specialty foods, automotive services and sales, building supplies, a tavern, a florist and a liquor store. A small apartment building is located at 3022 Guion Road. The former Flackville School property and a largely vacant site at 3725 West 30th Street offer several development possibilities. A new liquor store was built in 2005 at the northwest corner of 30th Street and Lafayette Road.

Public comments received during the preparation of the West 30th Street Corridor Plan addressed concerns about the blighting effects of struggling businesses, vacant and under-used retail sites and crime along Lafayette Road. Citizens were also concerned about perceptions that these elements worked against community pride and the preservation of residential property values. Several citizens also cited the tendency for automobile sales and service businesses to have high turnover.

To fully understand Lafayette Road business corridor, it should be viewed in its entirety from 16th Street to the south and to its interchange with I-65 to the north. This larger Lafayette Road retail corridor offers a substantial amount of retail shopping and service outlets nearby. The corridor also contains vacant and underused sites that could be easily updated to again be competitive in the retail marketplace.

The corridor exemplifies the cycles and fashions of American retail businesses for the past 50 years. The seemingly rapid rise and fall of various marketing methods took on physical dimensions as large tracts of land became popular shopping centers overnight then eventually fell out of favor with shoppers. This pattern took shape first around the intersection of Tibbs Avenue in the 1950s, then moved northward with the construction of Lafayette Square Mall in 1968. Additional shopping centers, restaurants and automobile dealers were built to the north and west along the 38th Street and Lafayette Road. Many of these businesses had fallen on hard times by the 1990s.

The City of Indianapolis prepared the Lafayette Square Area Plan in 1999 to chart a course of action for the community and to improve the viability and competitiveness of the retail district. The City established the Lafayette Square Community Revitalization and Enhancement District in 2004 to improve the visual character of the area and reduce the reliance on retail development by promoting a connected mixed-use community that knits

together the business district and surrounding neighborhoods. Much of the work of implementing the plan has been accepted by the Lafayette Square Area Coalition.

Most businesses require parking and building arrangements that are not easily found in adapted residential sites. Several locations exist on Lafayette Road with parcels and structures date back to the 1930s when the corridor north of 30th Street was still largely rural in character. A pair of houses at 3120 and 3130 Lafayette Road are indicative of the compromises inherent with residential sites and structures that evolve into businesses. Locations such as these should be combined, when possible, to become unified as purpose-built commercial sites. In such cases a consolidated site could be more commercially viable and more readily meet zoning requirements for setback, parking and traffic circulation and landscaping.



3120-3130 Lafayette Road

A multi-tenant commercial center is located at 3033 and 3103 Lafayette Road has become a magnet for ethnic foods, retail shops and services. Similar business clusters have emerged in other locations in northwest Indianapolis. The site and structures have had a less than ideal orientation to Lafayette Road since their construction. A road widening project in this section of Lafayette Road reduced the front yards of these businesses and resulted in changes to parking and traffic circulation patterns. The site is also located partially in the 100 year and 500 year floodplain of Little Eagle Creek. Parcels located north of this site have been largely used for automotive services and display of used automobiles.



Multi-tenant commercial center



3015-3103 Lafayette Road

MIDDLE SECTION – GUION ROAD TO COLD SPRING ROAD

The middle section is quite diverse in its land use. Some of the oldest lots exist within the Flack’s Flackville Subdivision. The Senate Square apartment complex is the only large multi-family housing project in the corridor. A group home is located at the northwest corner of Tibbs Avenue and 30th Street. The campus containing the St. Michael the Archangel Catholic Church and School and Cardinal Ritter High School has its main street frontage on 30th Street. A small group of homes in the old Flackville section have periodically contained businesses and offices while the buildings largely retain their residential appearance and general configuration. This section is described in greater detail within Critical Areas Four and Five.

Moreland Park

A 6.20 acre neighborhood park exists at 2935 N. Moreland Avenue, just south of 30th Street. The land was acquired by the City of Indianapolis in 1953. It contains a football field, softball diamond, basketball court and playground and is the only public open space west of Cold Spring Road.

Kessler Boulevard and West 30th Street

A small retail cluster totaling 5.60 acres exists on the southwest, northwest and northeast corners of this intersection. The existing retail uses tend to serve the needs of the immediate neighborhood and commuters that pass through the intersection daily. The retail sites were built after the adjoining residential subdivision boundaries were established and most of the houses had been constructed.

Kessler Boulevard

Kessler Boulevard is part of a larger parkway system that was a distinctive feature of the historic George Kessler parkway plan. The parkway segment within the West 30th Street corridor is a distinctive tree lined residential street.

EAST SECTION - COLD SPRING ROAD TO WHITE RIVER

East of Cold Spring Road, the corridor is dominated by public lands in the form of parks, golf courses, greenways and the White River Valley. Each of these park facilities serve both community needs and act as regional attractions for athletes and spectators, nature fans and picnickers. Few areas in the Indianapolis metropolitan area have this wealth of recreational opportunities so close together and in such variety.

Riverside Regional Park

Riverside Regional Park is located on the east and west sides of White River. The oldest section of the park dates to 1898. Athletic leagues, community and civic meetings, swimming, fitness programs, playgrounds, and large special events are among the park's diverse recreation services.

Lake Sullivan Sports Complex

This park houses the Major Taylor Velodrome and Skate Park and the Lake Sullivan BMX Track. Developed between 1982 and 1999, these venues offer recreational, training and competition facilities for skating, skateboarding and bicycling.



Major Taylor Skate Park



Riverside Golf Course

Located at 3600 White River Parkway West Drive, the course was established in 1901. The 18 hole course is contained on 138.4 acres north of 30th Street.

Coffin Golf Course

Established in 1920, the Coffin Golf Course is located a 2401 Cold Spring Road. The 18 hole course contains 150.9 acres south of 30th Street.

Wilbur Shaw Memorial Hill

Located at the northeast corner of Cold Spring Road and 30th Street, the Wilbur Shaw Soap Box Derby Hill is the longest track in the country, measuring 1,000 feet. It was built in 1953 and has a laser timer, digital weighing system, new scorer's bridge and new pit area. The track was recently recognized by USA Today as one of the top Soap Box Derby facilities in the country. All Soap Box Derby racing in Indianapolis is sanctioned by either All-American Soap Box Derby or National Derby Rally. The track was named in honor of Wilbur Shaw, three-time winner of the Indianapolis 500 race and former president of the Indianapolis Motor Speedway. The events held at the derby hill draw competitors from throughout Indiana and other Midwestern states.



Photos courtesy of Indianapolis Soap Box Derby Association

White River Greenway

The White River Wapahani Trail is approximately 4.75 miles in length and starts in Riverside Regional Park at 38th Street and follows the west side of White River. The trail intersects 30th Street at the bridge over White River and continues along the east side of the river. IUPUI, the Downtown Canal Walk and the Indianapolis Zoo can be reached by trail users. Riverside Regional Park offers access to White River for canoeists and kayakers.

Central Canal Towpath

The greenway trail is located .30 mile east of the White River Bridge. The Central Canal Towpath begins at the Monon Trail in Broad Ripple and follows the historic 1836 canal towpath for 5.23 miles to its current end

at 30th Street. The existing trail passes along the Indianapolis Museum of Art, Butler University and Holcomb Gardens. When completed, the Central Canal Towpath will extend south from 30th Street to 16th Street, bringing an important amenity to the neighborhood.

Zoning

Land use plans are largely implemented through regulations known as zoning. The existing zoning district map is shown on page 53. Within the West 30th Street plan area, current land uses generally conform to their respective zoning district's regulations. A notable exception is at the southwest corner of West 30th Street and Cold Spring Road. The property known as 2950 Cold Spring Road and used as a convenience store and gas station is zoned partially D4 – Dwelling District Four and partially D-P Planned Unit Development District. The site is currently operating under a variance of use.

LAND USE RECOMMENDATIONS

Most of the land uses within the corridor are relatively stable and function successfully under their current zoning classifications. Land use categories are shown uniformly under the city's format that was adopted with the Indianapolis Insight Comprehensive Plan update. Complete descriptions of the land use categories can be found in the appendix of the corridor plan. The recommended land uses are indicated on page 67.

Critical Areas

The corridor plan also designates seven critical areas. Each critical area exhibits an unusual character, important location, or significant infrastructure need that warrants a high degree of scrutiny. Critical area recommendations address significant land use issues that require more detailed information than that shown on the general land use map. The critical area text documents and explains why a certain area is considered critical and presents additional information about the area. The Metropolitan Development Commission and Board of Zoning Appeals should use this information to make decisions on land use petitions filed on or near these locations.

Once critical areas are identified, explanatory text will need to be developed to provide guidance for subsequent land use decisions. The text will generally describe why the area is critical, specific recommendations for the area and any additional data necessary. Critical areas should be used sparingly so that they retain their "specialness" which is one of their chief benefits.

Critical Area 1

Location: Southwest Corner of West 30th Street and Cold Spring Road

Current Situation:

This 13.6 acre site is largely vacant. The site represents the study area's largest undeveloped parcel that has frontage on West 30th Street. A parcel at the corner of West 30th Street and Cold Spring Road is developed as a convenience store with a gas station. The remainder of the site is mostly wooded with a small area on the interior currently being used for parking for the Al-Fajr Masjid Islamic Center located at 2846 Cold Spring Road. The site is located in the W5 Wellfield Protection zone and it adjoins the W1 Wellfield Protection Zone to the east.

The Lafayette Road/Coffin Park Plan (1990) contains a zoning plan that recommended that the entire site be zoned D6ll, which was consistent with that plan's multi-family land use recommendation. The previous plan (1984) recommended Medium Density residential. Multi-family residential uses were never developed on the larger parcel. The site was zoned SU-1 in 2000 for religious uses.

The size and location of this parcel within the corridor suggests the potentials of this site for several land uses or combinations of land uses. The site can serve neighborhood residents and visitors to the corridor and nearby religious, recreational and educational facilities.

Recommendations:

- This area is designated as Village Mixed Use to encourage future development to occur in ways that are coordinated, physically connected to the community and pedestrian friendly.
- An integrated site development plan is especially important to allow phased development of the site. Automobile parking areas within the site should facilitate shared parking wherever possible.
- Land uses permitted in this site should be institutional, religious and community and neighborhood retail services. If office and retail land uses are developed on the site, they should be limited to locations on the West 30th Street frontage and extend no deeper into the site than the depth of the existing convenience store parcel. Retail and services that serve the patrons of the nearby parks, university campus and golf courses may be accommodated within the overall plan.
- Strip commercial development typified by integrated centers with large setbacks and parking areas, large-scale freestanding retail uses and industrial development are inappropriate within the village mixed use area.
- Pedestrian and bicycle connectivity should be strengthened

throughout the critical area by the construction and upkeep of sidewalks, safe street crossings and connections to the proposed multi-use path along 30th Street and the east side of Cold Spring Road.

- Development of the site should consider current and future transit services on the West 30th Street and Cold Spring Road frontages.
- Drive-through establishments are not appropriate for this pedestrian-oriented area.
- The wooded areas should be preserved to the extent possible. Removal of invasive plants and replanting of native trees on the site is encouraged. Landscaped buffer areas with should be maintained along the west boundary that abuts the rear yards of homes that face Warman Avenue.
- Land uses that pose special risks to the groundwater should be prohibited in this area.
- Any physical improvements in this critical area should utilize infrastructure technologies to enhance stormwater management.
- Development plans for this critical area should respect the historic Indianapolis Park and Boulevard Plan and its listing on the National Register of Historic Places. The Cold Spring Road frontage abuts a parkway and parklands with historic and cultural significance.

Critical Area 2

Location: Tyrone Drive and northwest corner of 30th Street and Cold Spring Road

Current Situation: A largely residential section of the corridor has undergone a transition from owner-occupancy to being principally owned by Marian University. The Riverside Highlands subdivision was built in 1927. Eleven houses in the subdivision are located on Tyrone Drive, a short loop street. Four houses front on Cold Spring Road and four houses front on 30th Street. Eight houses in this area were rated as architecturally significant in the Indiana Historic Sites and Structures Inventory for Wayne Township, (see page 10 and 12). The area is partially zoned in the SU2 District for educational purposes. The balance of the area has D-4 residential district zoning. An existing IndyGo bus stop is located near the west loop of Tyrone Drive, which is the closest point that transit riders may enter the campus. The site is located in the W1 and W5 Wellfield Protection zones.

Surface drainage problems have been reported and observed along the section of 30th Street and side ditches in the vicinity of Tyrone Drive.

Changes have occurred in this area that indicate that its residential period is ending. Seven houses have been removed on the western edge of this area with the expansion of university facilities since the late 1970s. The most

recent project was the completion of a new athletic field, which brought the university a visible presence on the 30th Street corridor.

Marian University lacks expansion potentials on its other campus boundaries. A solidly residential neighborhood exists to the west along Winfield Avenue, Rex Drive and Rex Court. There are no undeveloped parcels within those subdivisions. A steep bluff defines the north end of the main campus. Some in-fill development may be possible within the existing campus but inevitably further changes will come to land uses in the Tyrone Drive area.

Recommendations:

- Lands used for university purposes must conform to either the SU2 or UQ-1 University Quarter zoning districts. Future rezoning petitions to either of these districts should be accompanied by a master plan for campus expansion in the affected area.
- Planning for the campus growth in this area should have community involvement and collaboration with the planning agencies of the City of Indianapolis.
- Plans for new campus uses should include the preservation of deciduous and coniferous trees, which are important to maintaining tree canopy and natural qualities that are highly valued within the corridor plan.
- Planning for this area should be mindful of the gateway potential of 30th and Cold Spring Road intersection.
- Pedestrian improvements are needed to link the existing sidewalk on 30th to the corner of 30th Street and Cold Spring Road. Sidewalks are also needed along Cold Spring Road to link to existing and future pedestrian paths within the Marian University campus.
- Redevelopment of the area should provide for enhanced transit access along 30th Street campus. A transit stop in this location can provide gathering point for both transit users from the campus riders and neighborhood.
- When existing houses may no longer be suitable for institutional purposes, the plan encourages moving homes to other locations in the neighborhood wherever possible.
- Redevelopment plans should avoid placing future parking lots directly on public street frontages. Campus buildings and open space areas are preferred over surface parking in this highly visible and important section of the 30th Street corridor.
- Any physical improvements in this critical area should utilize infrastructure technologies to enhance stormwater management.
- Development plans for this critical area should respect the historic Indianapolis Park and Boulevard Plan and its listing on the National Register of Historic Places. The Cold Spring Road frontage abuts a parkway and park lands with historic and cultural significance.

Critical Area 3

Location: Intersection of 30th Street and Kessler Boulevard North Drive

Current Situation: Kessler Boulevard and 30th Street are primary arterial streets with 2007 traffic counts of 33,700 vehicles a day (30th Street) and 19,900 vehicles a day (Kessler Boulevard). This intersection functions as a low-key retail node that primarily serves the surrounding neighborhood. The southeast corner of the intersection was developed with single family homes and remains as single family residences to this day. The mature trees of the southeast corner lot add to the neighborly quality of this intersection. The two western corners are long-standing retail sites. The northeast corner was the location of a station and tower for WXLW Radio. The site was redeveloped as a drugstore in the early 1990s.

Recommendations: It is critical that commercial uses do not expand beyond limits described below. Piecemeal conversion of residential corridors to commercial uses typically:

- Increases traffic congestion due to increased numbers of vehicles and numerous driveways and turning movements,
- Destabilizes neighborhoods by confounding the reasonable expectations of the surrounding property owners,
- Does not create much net economic development because residential lots are often poorly suited for commercial uses and thus will often not retain their value over time, as well as taking tenants away from existing commercial areas.

The southeast corner of this intersection is recommended to remain as single-family residences. Redevelopment of the homes in proximity to the intersection would be an intrusion into the established residential neighborhood to the south and east and would unnecessarily intensify the commercial character of this intersection.

The retail site on the southwest corner is contained by Centennial Street to the west and Eugene Street to the south. It is recommended that this corner remain a retail site and that the commercial uses do not extend past either west of Centennial Street or south of Eugene Street.

The retail site on the northwest corner is bounded by 31st Street to the north. It is recommended that this corner remain a retail site and that commercial uses do not expand past 31st Street. Three developed house lots are located between the commercial site and Centennial Street (3132, 3140 and 3150 West 30th Street). The primary land use recommendation for these lots is to remain as single-family residential. However redevelopment of these parcels commercially may be appropriate if well integrated into a redevelopment of the northwest corner parcel (3008 Kessler Boulevard,

North Drive). Piecemeal conversion of these houses is to be avoided.

The retail site on the northeast corner is bounded by Medford Avenue to the east. It is recommended that this corner remain a retail site and that the commercial uses do not extend past Medford Avenue to the east or encroach on the single-family residences to the north along either Kessler Boulevard or Medford Avenue.

Any redevelopment on the commercial corners of this intersection should strive to maintain the low-key neighborhood character of this intersection. Buildings should be moderate in size and height with well-landscaped parking lots and street frontages. Land uses that generate a lot of traffic such as convenience stores and gasoline sales are not recommended at this intersection, so as not to intensify the character of the area.

Critical Area 4

Location: Southwest corner of 30th Street and Alton Avenue

Current Situation: Alton Avenue is a short dead-end street that serves a small number of homes and the Wesley United Methodist Church. The Critical Area is made up of residential structures. Many of the structures facing 30th Street have been converted to commercial uses. The houses along Alton Avenue remain in use as residences. A small wooded area can be found behind these houses, buffering them from the commercial uses along Lafayette Road. The entire Critical Area is currently zoned C-4 for community and regional commercial uses. However, the houses facing 30th Street tend to be fairly small (footprints of 1100 square feet to 2000 square feet) on small lots (typically 40' by 150') and do not lend themselves well to commercial use. Alton Avenue is a very low-traffic street and likewise is not attractive for commercial use.

Recommendations: The structures facing Alton Avenue are recommended to remain in residential use. The existing structures along 30th Street are recommended to be used as small offices. Retail uses should only occur if the existing structures are demolished and the parcels facing 30th Street are redeveloped as a single site. This redevelopment would likely include the vacant wooded parcel to the south. The current piecemeal development of these parcels should not continue.

Critical Area 5

Location: North of 30th Street between Guion Road and Tibbs Avenue

Current Situation: This Critical Area is a crazy quilt of land uses and zoning districts. This Critical Area is bordered by the Senate Court Apartments and single family residential parcels lining Guion Road and Congress Avenue to the north. Guion Road from 30th Street to 38th carries 7000 vehicles a day (2007) and is classified as a collector street. Much of this Critical Area is wooded.

Recommendations: The land use recommended for the parcels facing Guion Road is single family residential. This is in keeping with the character of the road to the north. The American Legion post at 3011 Guion Road serves as good dividing line and buffer between residential uses to the north along Guion Road and the commercial land uses at the intersection of Guion Road and 30th Street.

The parcels east of the entrance to the Senate Court Apartments are recommended for office uses. The current uses in this area, a daycare and a group home, are appropriate on these parcels. The properties that front 30th Street west of the entrance to Senate Court Apartments are recommended for community commercial. Care should be taken in development of these parcels to preserve trees.

Critical Area 6

Location: Southwest of the intersection of 30th Street and Lafayette Road

Current Situation: This area is about nine and one-third acres in size and is largely undeveloped. It fronts on busy Lafayette Road (in 2007, 25,000 vehicles a day south of 30th Street) and has access to 30th Street. It includes the historic Flackville School, which currently sits empty. A line of trees runs north to south across the center of the area. The area is generally surrounded by commercial land uses.

Recommendations: The area's size and location can accommodate a wide variety of uses. The primary land use recommendation for this site is Community Commercial. However others land uses such as multi-family residential, light industrial, heavy commercial or mixed-use may be appropriate depending on the development standards of the use. Due to the proliferation of automotive sales along Lafayette Road in recent years, development of the site as automotive sales is not recommended, unless utilized to relocate existing auto sales from an inappropriate site such as a floodplain.

A mixed-use development that could bring together service providers, residential units and possibly retailing and offices would be welcome on this site.

If feasible, rehabilitation of the Flackville School into any new development is recommended as a contribution to the cultural heritage of the area.

Critical Area 7

Location: South of 30th Street between Little Eagle Creek and the CSX railroad tracks

Current Situation: Although largely unbuilt, this area has seen much shaping of the land over the last few years. The eastern edge of this Critical Area sits in the floodway of Little Eagle Creek and most of the eastern half of the site is within the 100-year floodplain. (A floodway is an area where floodwater is likely to flow; a floodplain is where floodwater is likely to stand.)

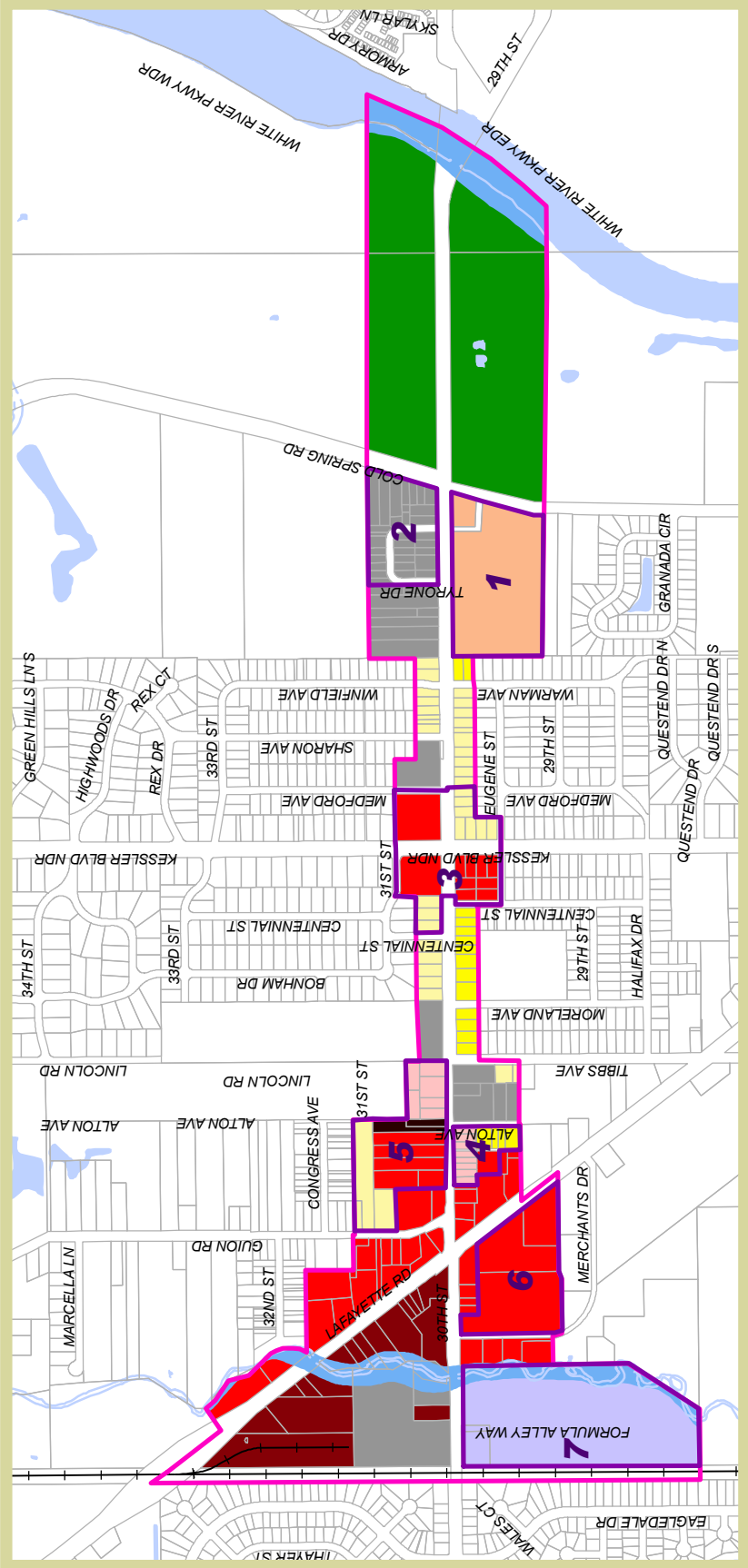
Recommendations: It is recommended that no development occur within the floodway. Any development within the floodplain should take the consequences of flooding into consideration. Onsite flood damage and exacerbation of flooding up and downstream should be avoided.

The area outside of the floodway is recommended for Light Industrial land uses. Development of this area should be appropriately buffered from the residential neighborhood across the railroad tracks to the west.

General industrial development may be appropriate on this site depending on the method of development. Commercial uses may also be appropriate along the 30th Street frontage, provided that the commercial development does not preclude the orderly development of the remainder of the area for industrial land uses.

Other Land Use Recommendations

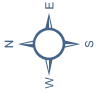
Another area of note is along the east side of Lafayette Road north of 30th Street. Several commercial sites would function more efficiently had they been built as part of an integrated shopping center. A cluster of restaurants, specialty food outlets, personal services and retail stores exists between 3015 and 3103 Lafayette Road. Parking and traffic circulation are less than ideal within this commercial section. Should redevelopment concepts be explored for these parcels, it would be beneficial to consider options that minimize flooding potentials and allow shared parking and circulation. This business center also lacks landscaping and sidewalks, both of which could aid the retail businesses that operate there. This area could also benefit from joint business promotion efforts going on in the Lafayette Square area.



Proposed Land Use

Legend

- Project Boundary
- Railroad
- Streams
- Parcels
- Lakes
- Rivers
- Critical Areas
- (1) 0 - 1.75 Residential Units per Acre
- (2) 1.75 - 3.5 Residential Units per Acre
- (3) 3.5 - 5 Residential Units per Acre
- (4) 5 - 8 Residential Units per Acre
- (5) 8 - 15 Residential Units per Acre
- (6) Over 15 Residential Units per Acre
- (7) Urban Mixed Use
- (8) Village Mixed Use
- (9) Airport Related Mixed Use
- (10) Park
- (11) Linear Park
- (12) Special Use
- (13) Office Commercial Uses
- (14) Community Commercial Uses
- (15) Heavy Commercial
- (16) Regional Commercial Use
- (17) Light Industrial
- (18) General Industrial
- Floodway
- Bodies of Water



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Image and Appearance

Introduction

A corridor's identity is composed of buildings, parking lots, signage and privately maintained yards and landscaping. The identity of a corridor is also composed of the appearance of the roadway and other physical infrastructure of the road such as curbs, ditches, sidewalks, lighting, and utilities in the public right of way. In some cases, publicly installed and maintained landscaping also contributes to a corridor's image.

The corridor's image matters to a wide range of regular travelers and customers and also to occasional visitors.



West 30th Street at Cold Spring Road



West 30th Street and Centennial Street



West 30th Street at Alton Avenue



West 30th Street west of Lafayette Road

The West 30th Street Corridor has a diverse identity with elements that deserve to be maintained and other elements that should be enhanced. Public and private actions over decades have not produced a unified image. Little evidence remains of the corridor's 19th Century heritage. The dominant architecture is from the 1950s and early 1960s since this was the period in which most of the building occurred. The churches and schools as well as many of the houses were built of limestone and brick. Most of the corridor is well-maintained. Visitors to the corridor may remember favorably certain elements of their travel experience and probably would not recall significant sections of blight or neglect within the corridor boundaries.

Local residents, shoppers and commuters on their routine trips experience the corridor as automobile drivers and passengers. The lack of a connected system of sidewalks precludes most people from experiencing the corridor on foot. Unless bicyclists feel comfortable riding on busy streets, they will generally not experience the corridor while riding their bicycles.

Like many neighborhoods within a few miles of the Indianapolis Motor Speedway, this section of West 30th Street hosts racing fans several times a year. The abundant recreational and sports facilities found along Cold Spring Road and in Riverside Park likewise draw competitors and spectators throughout the year. The campus of Marian University attracts students and visitors to its educational, cultural and sports facilities. Clearly, the corridor's image matters to a wide range of regular travelers and customers and also to occasional visitors. The corridor's image can also influence the decisions of prospective residents.



Traffic moving toward the 2009 Indianapolis 500 race

Participants in the planning process were asked to identify the corridor's strengths, weaknesses, opportunities and threats (SWOT). The responses of residents are helpful to discern how they assess the corridor's image and related infrastructure. The full list of responses is found in the Appendix.

Among the recorded strengths were those that have a physical character.

- | | |
|---|-----------------------------------|
| 30 th Street Bridge | Historic properties |
| Cardinal Ritter High School and St. Michael Elementary School | Iron Skillet restaurant |
| Churches and mosque | Kessler Boulevard |
| Craftsmanship of homes, housing stock | Marian University |
| | Parks, golf courses and greenways |

Little mention was made of the strengths of the actual 30th Street corridor or the included portion of Lafayette Road.

Weaknesses cited by participants included several that touched both on the corridor's image and infrastructure:

Deteriorated existing sidewalks, lack of sidewalks
 Drainage and flooding problems on 30th Street
 Lack of directional signage
 Lack of street lighting on side streets
 Lafayette Road's empty retail buildings
 No traffic calming, traffic speed
 Poor condition of street pavement

Responses that suggested where strengths could turn into opportunities included:

Bicycling infrastructure, connections to trails and parks
 Create a neighborhood identity
 Green infrastructure, new landscaping, permeable pavement
 Growth at Marian University, new stadium
 New businesses, restaurants, shops, destinations, places to gather and socialize

Threats cited by participants included:

Closed and deteriorating businesses, degradation of Lafayette Road section
 Crime and perception of crime
 Street and sidewalk lighting
 Disrepair of sidewalks and street, not enough sidewalks
 Marian University stadium
 Petroleum trucks
 Speeding traffic
 Trash

Corridor stakeholders were enlisted again to focus on six principles for enhancing the image of the corridor.

- Discover the unique identity and visual character for the corridor
- Strengthen the community's sense of place
- Serve as a catalyst for economic development
- Embrace local heritage and history
- Incorporate public art where possible throughout the project
- Consider long-term maintenance of public and private facilities

Sections of the West 30th Street corridor were examined for the applicability of these principles.

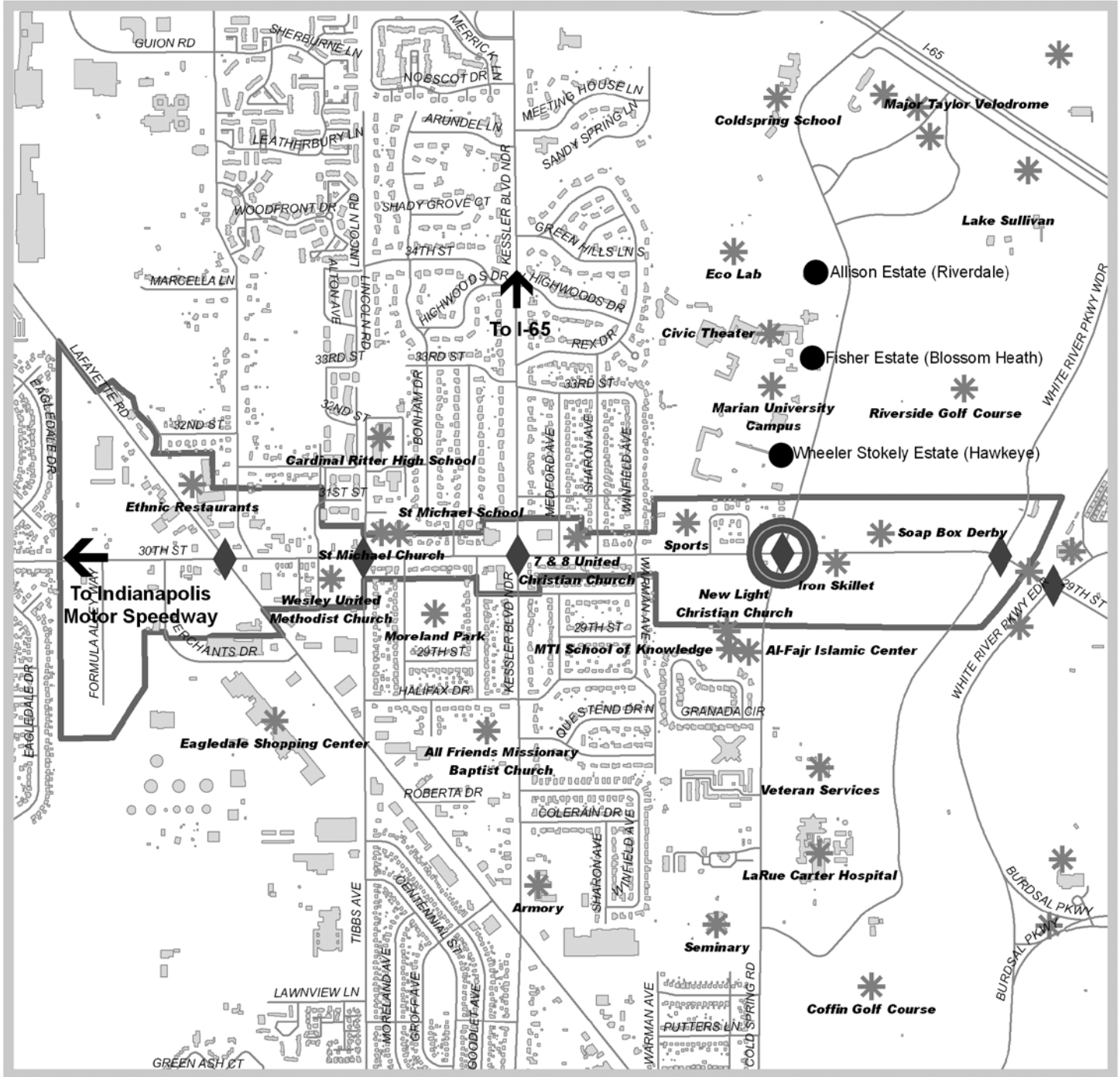


Image and Destinations

WEST 30TH STREET CORRIDOR PLAN

Legend

- West 30th Street Corridor
- Landmarks
- Buildings
- Streets
- Visitor Destinations
- Potential Wayfinding Signage Locations
- Proposed Gateway

This map does not represent a legal document. It is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantability.

0 750 1,500 3,000 Feet

Gateways Concept

Certain locations within a corridor may serve as a “gateway”. In 2005 the Rotary Gateways Partnership identified fifteen potential gateways in Indianapolis. One of these potential corridors was Cold Spring Road in the area around West 30th Street. The process utilized the Indy Gateways Toolbox to evaluate potential gateway locations. The Toolbox includes this description:

A Gateway is a landmark, streetscape or other area that a visitor or resident first sees when entering the city, a neighborhood, a cultural district, downtown or other attractions or destinations. It can be simple or complex, small or large in scale, specific to a single site or linear in form extending over a several block area. No matter what form a gateway takes, it should be readily associated with the location it is designed to “announce”.

In addition to location, the concept or theme of the gateway is critically important. The gateway concept should draw on the assets of the area being “announced” by the gateway. For example, the concept selected for an art district gateway should make it clear to a visitor that they are entering an area where the arts are featured.

Equally important is the scale or scope of the gateway. Certain gateways that are intended to serve as icons of the community as a whole may take a monumental scale. Gateways announcing neighborhoods or smaller districts are generally much more discreet in scale/scope. All Content Copyright ©2007 City of Indianapolis and Rotary Club of Indianapolis

Using the identification principles of the Indy Gateway Toolbox, other potential gateway locations in the West 30th Street were evaluated in preparation of the corridor plan. West 30th Street at Cold Spring Road was considered to be the strongest candidate for a gateway. The intersection is a major crossroad through which visitors and local residents travel to recreation, racing, art, cultural, educational and leisure destinations. The West 30th Street Corridor Plan’s public process acknowledged the earlier contributions of the Rotary Gateways Partnership. The following text is a result of the Rotary Club project.

Cold Spring Road Concept

On the Northwest side of Indianapolis, five unique and dynamic attractions are located along the Cold Spring Road corridor. This corridor includes the Major Taylor Velodrome, the Lake Sullivan environmental area, the Marian University EcoLab, Riverside Park and the White River. All of these important elements come together to form a treasure chest of recreational, environmental and historical opportunities for local residents as well as visitors.

Strengths

- *Several major facilities are located in the area including the Indianapolis Museum of Art, Marian University, and Major Taylor Velodrome.*
- *Many natural features are located in the area, including the White River, Riverside Park and the wetland areas of Lake Sullivan and the Marian University Ecolab.*
- *There is a common corridor of Cold Spring Road that holds the area together.*

Challenges

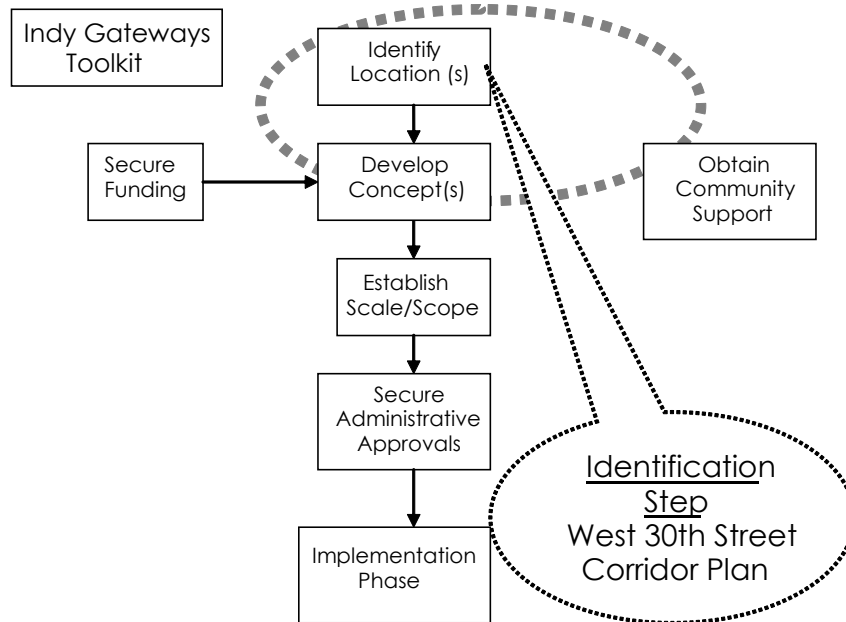
- *Focus of location of gateway(s)*
- *Roadway improvements must be sensitive to the area and the context of the neighborhood.*
- *The Taggart Memorial at Riverside Park is in need of stabilization and rehabilitation.*

Indy Gateway Project: City of Indianapolis and Rotary Club of Indianapolis

The West 30th Street Plan public process tested these points and affirmed that the intersection of 30th and Cold Spring Road is a strong candidate for a landmark-type gateway. The plan does not proceed beyond the initial steps of identifying a possible location. The preliminary concepts for this location include three themes suggested for further exploration.

Gateway concepts:	Rationale:
Portal to extensive parks and greenway facilities. The park system itself is historically significant.	Riverside Park and its components are regional attractions with several unique facilities that draw visitors, park uses and competitors from outside Indianapolis. (See Image and Destinations Map) Cold Spring Road is a boundary of the Indianapolis Park and Boulevard District on the National Register of Historic Places.
Primary access to Marian University	Visitors to educational, sports and cultural events arrive first at West 30th Street and Cold Spring Road. Marian University has its address and over 6/10ths mile of frontage along Cold Spring Road.
Cold Spring Road has a distinctive history and architecture that recalls its days as "Millionaires Row".	Houses and properties along Cold Spring Road continue to be of interest to visitors.

The chart below indicates the extent of gateway investigation within the West 30th Street Corridor Plan. It is recommended that all steps in the Indy Gateways Toolkit be undertaken to successfully plan and implement a gateway at 30th Street and Cold Spring Road.



Wayfinding Signage

A system of directional signs is recommended for the entire corridor. Often called “wayfinding signs”, this type of hierarchical signage system complements standard traffic control and street signage placed by state and local transportation departments. Wayfinding signage aids visitors in vehicles, bicyclists and pedestrians in finding destinations within a campus or district.

The Image and Destinations Map suggests placing primary wayfinding signs at key intersections of 30th Street as shown with a diamond symbol. Visitors to destinations within the corridor and beyond the corridor would greatly benefit from a unified directional sign system. The following destinations warrant inclusion in a wayfinding signage system within the corridor:

- | | |
|--|--------------------------------|
| Cardinal Ritter High School | MTI School of Knowledge |
| Central Canal Towpath Greenway | Neighborhood houses of worship |
| Coffin Golf Course | Riverside Golf Course |
| Existing and future pedestrian and bicycle paths | Riverside Park |
| Lake Sullivan Sports Complex/ | Shopping Districts |
| Major Taylor Velodrome | Simon Brute Seminary |
| Marian University | Soapbox Derby Track |
| Moreland Park | St. Michael Elementary School |
| | White River Greenway |



Sample of wayfinding signage

Other destinations may also be appropriate for wayfinding signage. Secondary wayfinding signs are not shown but this type of sign further directs visitors to driveways, parking areas and building entrances. Certain intersections with high pedestrian and bicycle traffic might include an enlarged area map that indicates the site, sidewalks and trails and supportive services and amenities.

GOALS AND RECOMMENDATIONS

Connectivity and Infrastructure			
Goal: Achieve and maintain a network of public infrastructure that: <ul style="list-style-type: none"> • Provides connectivity between all parts of the corridor that is convenient and safe • Encourages greater use of transit, bicycle and pedestrian travel options and improved connections between these modes and; • Supports the stability in developed areas and encourages redevelopment of outdated and underused facilities. 			
Objectives	Implementation Schedule Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	Implementation responsible parties and partners	Comments
Repair existing sidewalks and meet ADA standards.	Short term	DPW	The community expressed concerns that currently the sidewalk network was not fully compliant with ADA standards. Maintenance of existing sidewalks is a high priority.
Upgrade the pedestrian crossings of the CSX Railroad at 30 th Street to full ADA standards.	Short term	DPW with railroad	The community expressed concerns that currently the sidewalk network was not fully compliant with ADA standards.
Coordinate the addition of transit infrastructure with overall connectivity plans.	Ongoing	IndyGo, DPW, DMD Division of Planning	The Critical Areas are locations in which redevelopment may offer opportunities to better integrate transit with pedestrian infrastructure.
Construct sidewalks according to corridor plan's priorities if a comprehensive sidewalk construction project is not feasible.	Varies	DPW	
Implement the Design Guidelines for the Campus Multi-Modal District and Lafayette Road Pedestrian Corridor and pedestrian crossing areas at 30 th & Kessler Boulevard and 30 th and Cold Spring Road	Ongoing	DPW and DMD.	Design guidelines are found in the Indianapolis Regional Center & Metropolitan Planning Area Multi-Modal and Public Space Guidelines.
Add street lighting on the streets that intersect 30 th Street.		Neighborhood should work with IPL to add street lights where most needed.	30 th Street is well-lit but side streets may be too dark for pedestrian comfort.
Monitor the Speed Zone Redevelopment Project for possible impacts on 30 th Street. A corridor plan for an extension of Holt Road is recommended if planning for the road takes on greater certainty.	Long term	DMD Community leaders	A potential Holt Road extension north of 16 th Street could impact both West 30 th Street and Lafayette Road.

<p>Land Use and Redevelopment</p> <p>Goal: Ensure the long term stability and viability of the corridor through:</p> <ul style="list-style-type: none"> • Maintenance of the housing stock and residential neighborhoods • Providing retail, office and service facilities that are convenient to neighborhood residents • Limited conversions of residential uses to non-residential uses as defined within critical areas. 			
Objectives	Implementation Schedule Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	Implementation responsible parties and partners	Comments
Stabilize those edges where residential land use abuts non-residential uses.	Ongoing	DMD-Division of Planning	Retail and institutional sites can be successfully situated in close proximity to residential areas but need to carefully developed to ensure compatible edges.
Encourage consolidation of small commercially zoned parcels at 3044-3046-3048 and 3110-3120-3130 Lafayette Road	Ongoing	DMD-Division of Planning	Individual parcels that were established for single family houses have limitations as commercial sites. Often parking, traffic circulation and landscaping are deficient on small parcels. Consolidation of parcels into larger sites can better support purpose-built commercial facilities.
Follow land use and site development recommendations for the seven critical areas.	Ongoing	Property owners, DMD-Division of Planning	Several critical areas suggest that several land use combinations may be feasible depending on site development standards.
<p>Image Goal: Increase the visual quality of the corridor and boost economic development through:</p> <ul style="list-style-type: none"> ▪ a stronger sense of place throughout the corridor ▪ incorporating local heritage, history and public art in public infrastructure and private site development ▪ the consideration of long-term maintenance when planning physical improvements in the corridor. 			
Objectives	Implementation Schedule Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	Implementation responsible parties and partners	Comments
Complete further investigation of a “gateway” at West 30th Street and Cold Spring Road. Refine concepts, build community support and seek funding.	Medium term	Community-based implementation entities along with DPW, DPR and DMD	Utilize the process identified within the Indy Gateways Toolkit.
Develop wayfinding signage program for the corridor and its component destinations.	Short term initial project and ongoing maintenance of signs	DPW, DPR, DMD and community stakeholders	This is a project that should involve the responsible parties from destinations within the corridor and beyond the area. Some destinations within the corridor have regional appeal.

Develop and implement a corridor beautification plan first emphasizing projects of private property owners.	Beginning in short term then continue as ongoing maintenance.	Community stakeholders and other neighborhood organizations with Keep Indianapolis Beautiful, Inc.	Tree planting, replacing damaged or overgrown landscaping. Add landscaping to commercial properties where missing.
Develop a corridor beautification plan that will include improvements within the public right-of way and in properties that have frontage on the street.	Medium to long term	Community stakeholders and other neighborhood organizations with city agencies and utilities.	Develop a streetscape plan in coordination with planning improvements in street conditions, new sidewalks and bicycle infrastructure.
Neighborhood-based organization and action Goal: Continue to strengthen the commitment, capacity and involvement of neighborhood residents and stakeholders.			
Objectives	Implementation Schedule Short-term 1-3 years Mid-term 4-7 years Long-term 8-15 years	Implementation responsible parties and partners	Comments
Increase security and safety in residential areas through citizens joining the IMPD Neighborhood Watch program.	Ongoing	Neighborhood working with IMPD Crimewatch program	Citizen participation has been demonstrated to reduce many types of crime in their neighborhoods.
Implement recommendations from the recent community engagement initiative.	Ongoing	Community stakeholders and other neighborhood organizations	Several neighborhood organizations exist in the overall corridor area.
Enlist volunteers from the neighborhood, campus and businesses in regular projects to beautify and maintain the corridor.	Ongoing	Community stakeholders and other neighborhood organizations	It is important to draw participants from all ages and all parts of the corridor.
Encourage all neighborhood-based organizations in the corridor to enroll in City of Indianapolis registry of community organizations.	Short term to ongoing	Neighborhood-based organizations.	This service assures neighborhood based organizations or notification in development and licensing hearings. The registry aids communications among neighborhood organizations and affected citizens.

Table Key:

DMD - Department of Metropolitan Development
DPW - Department of Public Works
DPR - Department of Parks and Recreation
IMPD - Indianapolis Metropolitan Police Department
IPL - Indianapolis Power and Light Company
ADA - Americans with Disabilities Act

Appendix

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Photographs (All by Division of Planning staff unless indicated)

Cover credits: Photo 1 by Indianapolis Soap Box Derby Association, Postcard of 30th Street Bridge courtesy of Tina Jones and Photo 3 is by Division of Planning staff

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Public Meetings on Corridor Plan. (All meetings occurred in 2009.)

March 12 - Wesley United Methodist Church
 April 16 - Cardinal Ritter High School
 May 14 - Cardinal Ritter High School
 June 18 - Seventh and Eighth United Christian Church
 August 27 - Cardinal Ritter High School
 September 24 - Cardinal Ritter High School
 October 22 – Seventh and Eighth United Christian Church

Additional project meetings

April 2 – Marian College Student Association
 July 14 – Al-Fajr Masjid Islamic Center
 Lafayette Square Area Coalition on February 24 and September 29
 Eagledale Neighborhood Association March 5 and October 1

Appendix Table 1

Vehicle availability and usage					
	Car available for trip?		Days per week trip is made?		
	Yes	No	Less than 5	5	6 to 7
Route 15	31.5%	68.5%	29.6%	45.1%	25.3%
Route 30	15.1%	84.9%	44.3%	30.0%	25.7%
Route 37	27.9%	72.1%	20.6%	50.5%	28.8%
Average of local routes*	22.5%	77.5%	33.2%	43.7%	32.2%

Appendix Table 2

Service improvements most desired by weekday riders						
	Easier downtown transfers	Start AM service earlier	End PM Service later	Increase frequency of service	Improve Access to bus stops	Add new route
Route 15	9.2%	8.5%	24.6%	37.6%	9.2%	5.5%
Route 30	8.8%	18.2%	31.6%	28.0%	6.1%	5.1%
Route 37	5.3%	12.7%	24.5%	41.7%	7.4%	3.5%
Average of local routes*	12.5%	12.4%	26.8%	30.6%	7.9%	6.3%

Appendix Table 3

Demographics from Kessler/30th 2 mile Radius

Demographic Report		
Center:	9027282	
Distance:	2 miles	
Population (2002)		
	Total	
2002 Population	34,661	
Sex (2002)		
	Total	%
Male	16,461	47.5%
Female	18,200	52.5%
Age Distribution (2002)		
	Total	%
0-4	2,485	7.2%
5-17	6,887	19.9%
18-20	1,681	4.8%
21-24	2,215	6.4%
25-34	5,005	14.4%
35-44	5,314	15.3%
45-54	4,209	12.1%
55-59	1,350	3.9%
60-64	1,166	3.4%
65-74	2,307	6.7%
75-84	1,559	4.5%
85+	483	1.4%
Race and Hispanic Distribution (2002)		
	Total	%
White	14,314	41.3%
Black	19,185	55.4%
American Indian	85	0.2%
Asian/Pacific Islander	368	1.1%
Hispanic	1,306	3.8%
2002 Total Households		
	Total	%
Households	13,740	
Families	8,399	61.1%

2002 Household Income Distribution		
	Total	%
<\$10 K	1,443	10.5%
\$10-\$20K	2,997	21.8%
\$20-\$30K	2,286	16.6%
\$30-\$40K	1,937	14.1%
\$40-\$50K	775	5.6%
\$50-\$60K	545	4.0%
\$60-\$75K	1,201	8.7%
\$75-\$100K	1,049	7.6%
> \$100K	1,507	11.0%
2002 Household Net Worth		
	Total	%
\$0 or Less	1,652	12.0%
\$1-\$5000	1,928	14.0%
\$5000-\$10000	981	7.1%
\$10000-\$25000	1,637	11.9%
\$25000-\$50000	1,722	12.5%
\$50000-\$100000	2,091	15.2%
\$100000-\$250000	2,418	17.6%
\$250000-\$500000	917	6.7%
\$500000	468	3.4%
2002 Labor Force Status		
	Total	%
Population Age 16+	26,272	
Labor Force	17,252	
Employed	15,418	89.4%
Unemployed	1,834	10.6%
In Armed Forces	0	
Not In Labor Force	9,020	
2002 Employment by Occupation		
	Total	%
Executive	1,409	9.1%
Professional	1,862	12.1%
Technicians	590	3.8%
Sales	1,574	10.2%
Clerical	2,870	18.6%
Private Household Occupation	117	0.8%
Protective Services	398	2.6%

Services	2,472	16.0%
Primary	48	0.3%
Production	1,474	9.6%
Operators	1,079	7.0%
Materials	746	4.8%
Laborers	779	5.1%
2002 Employment by Industry		
	Total	%
Agriculture	18	0.1%
Mining	6	0.0%
Construction	779	5.1%
Manufacturing	2,003	13.0%
Transportation	996	6.5%
Communications	562	3.6%
Wholesale trade	588	3.8%
Retail trade	1,873	12.1%
F.I.R.E.	1,169	7.6%
Business/Repair Services	1,461	9.5%
Personal Services	1,138	7.4%
Entertainment /Recreation Services	257	1.7%
Health Services	2,136	13.9%
Education Services	1,044	6.8%
Other Services	722	4.7%
Public Administration	666	4.3%
2002 Total Number of Housing		
	Total	%
Total Dwellings	15,482	
Owner-Occupied Dwellings	8,051	52.0%
Renter-Occupied Dwellings	5,689	36.7%
2002 Education Attainment		
	Total	%
Population Age 25 +	21,393	
< Grade 9	1,536	7.2%
Grade 9-12	5,068	23.7%
High School	3,987	18.6%
Some College	5,399	25.2%
Assoc Degree	1,345	6.3%
Bach Degree	2,654	12.4%
Grad Degree	1,404	6.6%

2002 Size of Household		
	Total	%
1 Person	4,208	30.6%
2 Person	4,274	31.1%
3 Person	2,262	16.5%
4 Person	1,540	11.2%
5 Person	843	6.1%
6 + Person	613	4.5%

Source: Applied Geographic Solutions, Thousand Oaks. CA and Indy Site Finder

S.W.O.T. Analysis Exercise (Includes students' responses)

Written Responses

Strengths

1. What works well in the 30th Street corridor?
2. What are the unique resources of the corridor? (Individuals, institutions, organizations & businesses)
3. What would prospective residents see as strengths in the corridor?

People, institutions, organization, leadership

- Active churches
- Businesses are well represented
- Committed residents
- Community proud
- Diversity of faith (Catholics, Muslim and Methodist) (3)
- Ethnic restaurants @ 30th and Lafayette Rd.
- Ethnically diverse (5)
- Historical value
- Inter-racial neighborhood
- Lower crime than in surrounding area
- Marian College
- Marian College seeks greater community involvement; not isolation
- More perspectives
- Naval Armory (2)
- Neighbors
- Neighborhood loyalty
- Peace in the Streets initiative
- Police presence
- Relatively lower living expense
- Seems to have some strong neighborhood organizations
- School
- Several churches draw people from other areas.
- Stability
- Strong elementary – secondary and college institutions that are connected for improving their students' learning experiences
- Strong faith communities

Physical development, land use & infrastructure

- (30th) street extends almost half way across town
- 30th Street Bridge

- Bicycle ride
- Bus line
- Bus use
- Cardinal Ritter High School – strong anchor for the area
- Churches
- Close to and easy access to downtown's attractions, shopping, events etc (6)
- Close to IUPUI
- Connection to the park and other landmarks
- Convenience to highway (1-65) (3)
- Craftsmanship of homes (2)
- Cultural trail
- Drug store
- Easy to get downtown from 30th street, you can get a lot of places from 30th street
- Efficient homes
- Ethnic restaurants
- Few rental properties
- Gas station
- Golf course (3)
- Green spaces like the Ecolab (4)
- Grocery, pharmacy, convenient
- Growth of some private institutions
- Huge network of greenways – once you get to Riverside (2)
- Institutions (stores, schools, churches, Moreland Park)
- Iron Skillet
- Isolation of area – St. Andrews on the north 38th Street & I65, Marian College on the east, Riverside Golf Course, Ritter HS St. Michael on west, 30th Street on south (3)
- Like the park
- Long-standing institutions
- Lots of historic resources
- Lower property taxes
- Marian College (5)
- Near healthcare at Westview and Westview Healthplex Sports Club (2)
- Near shopping
- Nearby parks, recreation
- Neighbors and stability
- Nice park – golf course
- Old time houses and historic buildings
- Parks nearby
- Preston Safeway
- Regional parks
- Ritter HS (3)

- Schools and University in area
- Sidewalks
- Soap Box Derby (2)
- St. Michael church and school (4)
- Stable community
- Subway
- The bridge (2)
- The businesses in 30th Street Corridor, drug store, Safeway, Service stations, beauty and barber shop
- The nearness of Kessler Boulevard
- The nearness of Riverside Regional Park
- Traffic flow
- Traffic is not too bad
- Trees/landscape
- VA Hospital
- Variety of lot sizes
- White River (2)
- White River Park

Weaknesses

1. What could be improved?
2. What resources are missing or have declined in recent years?
3. What would prospective residents see as a weakness?

People, institutions, organization, leadership

- "green"
- Crime
- Crime around apartment areas
- Disrepair of some homes
- Eagledale – area is identified + this area causes the 30th Street plan to be looked down upon as poor area
- Entertainment (bowling alley, more theatre)
- Financial resources
- Grocery store
- Group home – concerns of safety
- I'm not sure that the businesses here do a good job of communicating with each other and sharing resources
- Isolation of ethnic groups
- Marian has students, can businesses hire them?
- Lafayette Square – Crime
- Longer hours for drug store

- Perceived as unsafe / violence in area
- Perception of area as unsafe (3)
- Residents to teach family and friends about importance of value of keeping neighborhood safe, tidy and lessen and car repairs (extra) not running-just parked
- Security
- Trash

Physical development, land use & infrastructure

- # of empty storefronts, businesses
- 30th Street road condition
- Activities for kids or places for them to go.
- Additional lighting
- Better street conditions, improve pavement
- Bicycle lanes
- Bridge in disrepair, repair need
- Bus stops with benches
- Bus stops with shelters (2)
- Buses from Marian campus to places off campus
- College is secluded & not accessible to public
- Drainage
- Easement questions about property line between 3015 Winfield and Marian University (approx. 50 yard line of new football stadium. This relates to the next item, in some way.)
- Empty buildings, businesses and foreclosed homes
- Fire department station north of 38th Street on Lafayette Road
- Flooding (especially between White River and Tyrone Av) (2)
- Grocery store
- Hard to access from some streets i.e., Guion
- Heavy traffic
- Historical lights on bridge out
- Lack of directional signage – 38th Street & designation signage
- Lack of identity
- Lack of signage Riverside Regional Park
- Lafayette Square
- Lighting-more
- Loss of electricity (power goes out often and stays out for a long time.)
- More lighting on Kessler Boulevard

- Need landscaping along the road etc.
- Need neighborhood gathering areas that are a destination by walking
- New landscaping. Many homes have original shrubs, etc. are overgrown.
- No traffic calming
- Not a lot of nature beauty along 30th Street
- Park facilities are in decline – Moreland
- Pave West 30th Street
- Poor condition of road (7)
- Poor condition of White River Bridge
- Profile of Marian College elevation
- Public transit options
- Public transportation
- Replace sidewalks and put in sidewalks where none exist (18)
- Restaurants
- Run down houses
- Safe transportation routes for walking, biking, etc.
- Shopping (both food and consumer goods)
- Simply improving the street aesthetically would be good
- Streetlights
- The way to get across streets and bus stops
- Too much concrete around businesses, need more grass and trees
- Traffic (2)
- Traffic speed on 30th
- Transportation routes from downtown and shopping
- Very little shopping here – what is happening to West 38th/Lafayette Square – get rid of empty buildings, bring back land
- Walking and biking to the other routes such as the river trail or having tributary routes into the river trail
- Walkways/roads
- Water distribution with the flooding of the ground every time it rains
- Water drainage (4)
- Bike paths would also be great from Marian throughout the 30th Street area.

Opportunities

1. Do some trends suggest that new opportunities are emerging? (Example: Alternatives to automobiles such as bicycling.)

2. How can you turn the strengths into opportunities?

People, institutions, organization, leadership

- Diversity – gatherings – Lafayette cultural parade
- Extreme home makeover
- Green lifestyles
- Have neighborhood cleanup or adopt the park to get people together
- Healthier living
- Lafayette Diversity Squares
- Marian College is having home football games starting next year so there is a lot of opportunity with that. Football field is right near 30th street
- Marian College partnerships
- Marian is a growing campus. Use students and college resources to aid in any projects. We will work for free.
- Neighbors who care as evidenced by meeting turnout
- Opportunity to use resources of school-service projects, young people who want to make a difference.
- Ritter's and the Indy Archdiocese commitment to expansion
- Some may help
- Strong neighborhood association/identity
- Tax credits for homeowners that participate in green initiatives

Physical development, land use & infrastructure

- A nice restaurant along Lafayette Road-just north of 30th Street & bakery & flower shop.
- Alternative transportation
- Apartment options?
- Better "identity" for area
- Bicycle lanes connecting Marian College to the Central Canal Towpath
- Bicycling on Cold Spring Road and Kessler Boulevard North Drive and Lafayette Road to 56th St. then west to Eagle Creek Park
- Bicycling trail
- Bike boxes at 30th and Cold Spring, Tibbs, Kessler and Lafayette Road
- Breaking thoroughfare of 30th Street
- Connecting to White River trails/ bike path.
- Connections to Marian and other local schools, churches, etc.

- Create a neighborhood identity
- Create Hispanic area or ethnic restaurants area
- Destinations
- Develop more restaurants, coffee shops, etc.
- Expansion of White River development to tie into neighborhoods
- Green infrastructure
- Growth of Marian Collage and lots of student athletes, we would use the greenways if they were easier/safer to reach
- How about pavement products and lighting options that are more eco-friendly instead of concrete sidewalks? How about permeable concrete, as an example
- I love the idea of the cycling lane on the street. I think this will allow the area to become more popular
- It would be great to have sidewalks for walking
- Keep CSX movement for service in future could be used for traveling downtown or to another county
- Like to have bike trails, walking trails
- Make people want to be outside more with healthier landscapes and walkways
- Many families are around due to the elementary and college but no decent parks for them to enjoy
- Marian College's growth
- More dynamic image
- Moreland Park needs more play areas.
- Need areas to ride bikes that are safe, along all streets! Especially main streets that get a lot of traffic.
- Neighborhood restaurant
- New stadium at Marian College
- NOTE: 30th Street ends at Formula Alley Way! And soap box derby is also related to motorsports so why not tie it together!
- Old established housing stock
- Parking lot south of 30th Street at Marian College football field
- Parks development around themes of area. Bicycling, Racing, Diversity
- Provide a consistent theme from one end (west) to the park and the canal. Possibly a simple motorsports theme.
- Proximity to new development in life sciences on 16th Street
- Public parking options to invite people from outside the neighborhood to come here (destination)
- Public transportation hub at Lafayette Square would be

great

- Put in sidewalks where they are lacking and refurbish streets.
- Restaurants, eatery, ice cream, more shops
- Sidewalks
- Street and sidewalk repair would encourage more utilization of what exists in area
- Student Friendly shops, restaurants and hangout places
- Tie in Indpls. Motor Speedway more
- Trails – connect to northside / downtown
- Trails from White River Park
- Use of train track for mass transit
- Velodrome
- Walking/biking
- We would like more constructive and meaningful business, like Broad Ripple or Fishers, Carmel etc. – i.e. art, antique, place to visit & site see, read the paper, have coffee, just socialize
- Whole Foods if Preston Safeway can not step up and serve ALL residents!

Threats

1. What trends are harmful? Are they more apparent within the corridor area than in neighborhoods nearby?
2. Name the biggest obstacles to stability or positive changes in the corridor.
3. Do the corridor's weaknesses expose it to threats?

People, institutions, organization, leadership

- Aging Population
- Annual household income of residents, will this increase property value, and thus, taxes?
- Band practice at 7:15 AM
- Being left out of Marian University College's plans – even though we wanted to be included
- Broken window effect-as the condition of the corridor worsens, so will the efforts to improve the area and crime rates.
- Communication
- Crime
- Crime – drugs in area
- Crime and safety
- Crime or perception of not being a safe area

- Demographic of area seems older – resistant to change; lack of energy and motivation
- Deteriorating businesses
- Drug dealers in apartments-this can be solved with lighting, sidewalks, recreation places, etc.
- Economy!
- ↓ home invasions (reduce?)
- I am very concerned that current residents will no longer be able to afford rent and/or property taxes after the improvements have been made-this should be a priority.
- Jobs
- Obstacle is money
- Real or perception of crime. This is the biggest issue facing this area
- Trash from gas stations on 30th & Cold Spring Road
- What others think of the area, area looked on as poor & crime ridden
- With 3,000 people in the neighborhood there are bound to be threats
- Yes, crime – apartments across St. / by Ritter
- Lighting – not enough
- Marian University stadium for 3,000
- Not enough sidewalks, improve
- Potholes on the roads where people swerve to miss and then causing no where to walk
- Promote area as part of larger efforts to link 30th Street with Indianapolis Motor Speedway
- Restore West 30th Street/White River bridge
- Road 30th Street - repaved road
- Speeding without a way to get across the street
- The big oil trucks that travel down Tibbs. Should be made to use Lafayette Road.
- The huge parking lot around the optical shop.
- There are open sidewalks on the bridge by the naval building but I'm afraid I'd get hit by a car. Could a guard rail be put up?
- Threats are streets and sidewalks will continue to fall to disrepair discouraging use of existing stores, schools, churches, park etc.
- Vacant buildings, e.g. the former Ayrway facility (which) has been empty for decades
- Yes-the high speed of cars on 30th street

Physical development, land use & infrastructure

- Are there safe ways to travel down 30th besides using a car?
- Bus shelters (With comments about how hard it is for mothers with children to use the buses under bad weather. This relates to getting to health care services by bus.)
- Businesses continuing to close in area
- Businesses moving too close to residential housing
- Degradation of the Lafayette Road section
- Development that isn't green or sustainable
- Empty retail space that have been vacant for over 10 years
- Fast roads, speeding traffic
- Funding
- Guion Rd. to connect to Lafayette Road north of 30th St.
- Improve lighting
- Improved area will not connect with the campus
- Isolation of the Marian campus from the community. (As it is now)
- Lack of adequate lighting
- Lack of code enforcement for buildings that appear run down
- Lack of lighting and sidewalks could prove dangerous

Glossary

Excerpts from the Division of Planning Owner's Manual – 7th Edition

http://www.indygov.org/NR/rdonlyres/9D2B53A5-151F-436F-9109-77EAEC59AFD5/0/owners_manual.pdf

Context Sensitive Solutions (CSS): A collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetics, historic, and environmental resources, while maintaining safety and mobility, CSS is an approach that considers the total context within which a transportation improvement project will exist. For more information go to www.contextsensitivesolutions.org.

Department of Public Works (DPW): A City department that plans, designs, and constructs streets and roads in Marion County and is responsible for sanitation, including trash pickup and sewage disposal. DPW is also responsible for planning infrastructure and designing sanitary and storm water systems, wastewater treatment systems, drains and levees, and completing flood control projects. Other activities include wastewater treatment and disposal, maintenance of infrastructure, street maintenance, and the protection of City environmental resources. For more information, call 327-4000 or visit the website at www.indy.gov/egov/city/dpw.

Department of Metropolitan Development (DMD): A City department that plans and implements projects and services focused on jobs, economic development, affordable housing, and the empowerment of neighborhoods through citizen participation. For more information, call 327-3698 or visit the website at www.indy.gov/dmd.

Keep Indianapolis Beautiful, Inc (KIBI): KIBI engages residents in beautifying the City, improving the quality of the environment and fostering pride in the community. Keep Indianapolis Beautiful is a 501c (3), private, nonprofit organization and is supported by corporations, foundations, individuals, civic groups and a professional service contract with the City of Indianapolis. KIBI has beautification programs, education and youth initiatives, litter reduction activities and recycling programs. 264-7555 or visit the website at www.kibi.org.

Land Bank: A pool of acquired and assembled land in urban areas packaged into sites suitable for redevelopment.

Landmark: An individual, physical element that serves as a reference point in locating a node or district. The Soldiers and Sailors Monument is a good example of a landmark.

Land Use Plan: A plan that recommends appropriate uses for property.

Indianapolis Metropolitan Planning Organization (IMPO): The Department of Metropolitan Development is the designated MPO for the Indianapolis Metropolitan Planning Area. The IMPO has the responsibility, together with the state and IPTC, for the continuing, cooperative, and comprehensive transportation planning process required of urbanized areas to qualify for federal transportation funds. For more information, contact the staff at 327-5139 or visit the MPO website <http://www.indympo.org>

Metropolitan Development Commission (MDC): The policy-making body of the Department of Metropolitan Development, consisting of nine appointed members who serve a one-year term. For more information, call 327-3698.

Mixed-Use: Mixed-use development is designed to encourage a variety of community activities, locales and services to co-exist in close proximity, thereby reducing the need for extensive vehicular travel.

Tax Abatement: A reduction in taxes granted to a property owner in a locally designated Economic Revitalization Area who makes improvements to real property or installs new manufacturing equipment. Used manufacturing equipment can also qualify as long as such equipment is new to the State of Indiana. Equipment not used in direct production, such as office equipment, does not qualify for abatement. Land does not qualify for abatement.

Tax Increment Financing (TIF): A method of raising additional capital within declared districts to pay for needed improvements within those districts. The districts are established by the Metropolitan Development Commission. The base of existing assessed valuation is frozen with the incremental revenues obtained by the taxes on new development

in the TIF District then becoming available to fund improvement projects.

Traffic Impact Study (TIS): An analysis of certain new developments to determine the impact on the surrounding transportation system.

Transit Oriented Development (TOD): A compact, mixed-use development within an easy walk of a transit station. Its pedestrian-oriented design encourages residents and workers to drive their cars less and ride mass transit more. These “transit villages” are usually moderate to high density, matching the existing scale of development and can be new construction or redevelopment.

Transportation Planning Terms

Accessibility: The ability to reach a location; a way or means of approach

Capacity: The volume of vehicles the road was designed to carry in a unit of time, such as an hour; can also be applied to transit or bicycle/pedestrian paths

Mobility: The ability to move or be moved easily.

Mode: A way people or goods get from one place to another, such as using cars and trucks, freight and passenger trains, walking, bicycling, and riding buses.

Paratransit: Use of small buses or vans on flexible routes, usually serving people who cannot easily get around

State Implementation Plan (SIP): The statement of how the transportation, environmental, and health communities expect to meet federal air quality safety standards.

Transportation Improvement Program (TIP): The multi-year capital program of transportation projects updated each year

Regional Transportation Plan (RTP): The guiding document for all federally funded transportation planning efforts, with a twenty year horizon and updated every three years.

Traffic Calming: is the combination of mainly physical measures that reduce the negative effects of motor vehicle

use, alter driver behavior and improve conditions for non-motorized street users. Measures to reduce the negative effects of vehicles, and improve conditions for walking or bicycling.

Traffic Model: A traffic model is a tool for representing and analyzing the major ways people get around. Usually this tool is a software package which incorporates a road network, land use data, and a mathematical formula to distribute and route trips. The model is calibrated to existing traffic counts. Then it can be used to forecast traffic and test the effect of changes in the road network.

Travel Time: The time it takes to travel door-to-door.

Unified Work Program (UWP): The statement of transportation planning tasks to be completed for the year & the budget for them

Vehicle Miles of Travel (VMT): The sum of all the miles traveled by vehicles (not people) in a specified amount of time

Volume: The number of vehicles that actually pass through a given mile of road in a unit of time such as a day; can also be applied to transit or bicycle/pedestrian paths.

Talking the Talk: A Guide to the Language of Transportation Planning (St. Louis, MO: East-West Gateway Coordinating Council, 2000). <ftp://ftp.ewgateway.org/library/trans/talkingthetalk.pdf>

Description of Recommended Land Use Categories

Residential Development greater than 0.00 and equal to or less than 1.75 units per acre. Color: Light Yellow

Index Number: 1

This density is consistent with rural development patterns and could also limit the impact of development on property with extreme topography or other significant environmental considerations such as floodplains, wetlands and old-growth woodlands. Additionally, this density would be conducive to agricultural and estate development.

Residential Development greater than 1.75 and equal to or less than 3.50 units per acre. Color: Dark Yellow

Index Number: 2

This density is consistent with single-family residential development in transitional areas between rural and suburban development patterns and is the typical density for single family residential development in suburban areas of the City. Development at this density should not take place in rural and suburban areas where surrounding development patterns exhibit characteristics suitable for higher densities (property on mass transit corridors, near concentrations of employment, or near major commercial centers, for example).

Residential Development greater than 3.50 and equal to or less than 5.00 units per acre. Color: Bright Yellow

Index Number: 3

This density is consistent with single-family residential development in suburban areas of the City and in transitional areas between suburban and urban patterns of development. Development at this density should not take place on mass transit corridors. Multi-family residential development is acceptable, but is unlikely considering the density ranges recommended.

Residential Development greater than 5.00 and equal to or less than 8.00 units per acre. Color: Dark Orange

Index Number: 4

In suburban and rural areas this is a common multi-family density and typically the highest density single-family category in suburban areas. In urban areas, it is common for both single-family and multi-family development. Development at this density is appropriate along bus corridors but should not take place in proximity to planned light rail transit stops.

Residential Development greater than 8.00 and equal to or less than 15.00 units per acre. Color: Light Brown

Index Number: 5

This density is typically the highest density serviceable in suburban areas. In suburban areas it would typically be a multi-family (apartment or condominium) category. In urban areas, this is the highest density single-family residential category and a common multi-family category. Development at this density is appropriate for all types of mass transit corridors.

Residential Development greater than 15.00 units per acre.

Color: Dark Brown

Index Number: 6

This density is appropriate only within relatively intense urban areas where there is a full range of urban services and where those services have the capacity to accommodate the development. It may be appropriate in rare circumstances in suburban areas as assisted living housing and as a buffer between major retail commercial uses and lower density residential uses. Development at this density is appropriate for all types of mass transit corridors.

Village Mixed-Use

Color: Peach

Index Number: 8

This land use category consists of a development focused on a mixed-use core of small, neighborhood office/retail nodes, public and semi public uses, open space and light industrial development. Residential development densities vary from compact single family residential development and small-scale multi-family residential development near the "Main Street" or "Village Center" and progress to lower densities outward from this core. Village mixed use areas are intended to strengthen existing, historically rural, small towns and cities within Indianapolis, which are intended to continue as neighborhood gathering places and should allow a wide range of small businesses, housing types, and public and semi public facilities. This category should be compatible in size and scale to existing villages in Marion County. It will allow development of residential and limited commercial uses on smaller lots than in other sections of rural and suburban Indianapolis. Potential development in these areas should focus on design issues related to architecture, building size, parking, landscaping and lighting to promote a pedestrian-oriented "village" or "small town" atmosphere, rather than focusing on residential density. Strip commercial

development (integrated centers setback from rights-of-way by parking areas), large-scale freestanding retail uses and heavy industrial development are generally inappropriate within this land use category. The Plan anticipates that this category will typically be designated as a critical area. The Plan also anticipates that development of property with this recommendation would result from a public input process.

Office Commercial Uses

Color: Pink

Index Number: 9

This land use category is for low-intensity office uses, integrated office development and compatible office-type uses. Retail uses are not promoted in this category, unless those uses are significantly subordinate to the primary office use or the retail use exclusively serves an abundance of office uses in proximity to the retail use. Office Commercial Uses can exist either as buffers between higher intensity land uses and lower intensity land uses or as major employment centers. The following uses are representative of this land use category: medical and dental facilities, education services, insurance, real estate, financial institutions, design firms, legal services, day care centers, mortuaries, and communications studios.

Community Commercial Uses

Color: Red

Index Number: 10

This land use category is for low-intensity retail commercial and office uses, which serve a predominantly residential market adjacent to, or very near, the location of the use. The uses in this land use category are designed to fulfill a broad range of retail, personal, professional and business services and are either freestanding or part of a small integrated center typically anchored by a grocery store. These centers contain no, or extremely limited, outdoor display of merchandise. Generally, these uses are consistent with the following characteristics: Maximum Gross Floor Area: 125,000 square feet Maximum Acreage: 25 acres Service Area Radius: 2 miles Location: On an arterial or at the intersection of an arterial with a collector. Maximum Out lots: 3

Regional Commercial Uses

Color: Red

Index Number: 11

This land use category is for general commercial and office

type uses, which serve a market that encompasses several residential neighborhoods or communities. The uses in this land use category tend to benefit greatly from major business grouping and regional sized shopping centers; therefore, this land use category may consist of a collection of relatively large freestanding commercial uses and integrated centers. These uses are generally characterized by indoor operations, but may have accessory outdoor operations limited to approximately 5 to 10 percent of a use's gross floor area. Generally, these uses are consistent with the following characteristics: Maximum Gross Floor Area: 1,000,000 square feet Service Area Radius: 15 miles Location: On a primary arterial near the intersection with a secondary or primary arterial. Maximum Outlots: As needed.

Heavy Commercial Uses

Color: Red

Index Number: 12

This land use category is for general commercial and related office type uses. The uses in this land use category tend to exhibit characteristics that are not compatible with less intensive land uses and are predominantly devoted to exterior operations, sales and display of goods; such as automobile sales and heavy equipment sales. Location: On a primary arterial

Light Industrial

Color: Light Purple

Index Number: 13

This land use category consists of industrial uses, which are conducted within enclosed structures and which may have no, or extremely limited outdoor storage requirements. Those industrial uses that require no outdoor storage can be considered appropriate buffers, provided the use does not exhibit characteristics incompatible with less intensive land uses. This category, regardless of the amount of outdoor storage, is considered an appropriate buffer between general industrial uses and less intensive land uses. Light industrial uses should create minimal impact on adjacent property.

General Industrial

Color: Dark Purple

Index Number: 14

This land use category consists of industrial uses, which are intensive and are characterized by outdoor operations, significant requirements for outdoor storage, and/or intense

emissions of light, odor, noise and vibration. These uses may have significant impacts that are difficult, expensive or impossible to completely eliminate or buffer from adjacent properties.

Special Use

Color: Grey

Index Number: 17

This land use category consists of a variety public, semi-public and private land uses that either serve a specific public purpose (such as schools, churches, libraries, neighborhood centers and public safety facilities) or are unique uses exhibiting significant impacts on adjacent property (such as the Indianapolis International Airport, Indiana State Fair, and Indianapolis Motor Speedway).

Park

Color: Green

Index Number: 15

This land use category consists of public or private property designated for active and/or passive recreational amenities.

Footnotes

- 1 Lafayette Road / Coffin Park Neighborhood Plan, Department of Metropolitan Development, Division of Planning, Indianapolis - Marion County, July, 1990.
- 2 Wesley United Methodist Church: A Local History Compiled and Written by: Dr. Alvis H. Styron, Jr. Senior Pastor-2001
- 3 Encyclopedia of Indianapolis, edited by David J. Bodenhamer and Robert G. Barrows, Indiana University Press, 1994.
- 4 & 5 Marian University website
- 6 Storrow-Kinsella Associates and Christina Jones, Indianapolis Department of Parks and Recreation

Credits

City of Indianapolis

Gregory A. Ballard, Mayor

City County Councilors

Maggie Lewis – District 7

Monroe Gray – District 8

Marilyn Pfisterer – District 14

Doris Minton McNeill – District 15

At-Large City County Councilors

Ed Coleman

Barbara Malone

Joanne Sanders

Kent Smith

Department of Metropolitan Development

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John Bartholomew, Public Information Officer

Division of Planning

Michael Peoni, AICP, Administrator

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Dennis Slaughter, AICP, Senior Planner

Alice Gatewood, Planner

Bob Wilch, Principal Planner II

David Hittle, Senior Planner

Paul Lambie, Senior Planner

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Mary Chalmers, Mayor's Neighborhood Liaison

Carlos May, Mayor's Neighborhood Liaison

Betty Smith Beecher, Mayor's Neighborhood Liaison

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Anna Tyszkiewicz, Principal Planner

Kevin Mayfield, Senior Planner

IndyGo

Michael Terry, President and CEO

Annette Darrow, Manager of Planning and Scheduling

IndyParks

Andre Denman, Principal Planner

Christina Jones, Park Planner

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Umar Al-Khattab

Anna Allen

Jenice Elaine Allen

David K. Baird, Wayne Township Trustee

Bill Baker

Jeb Bardon, Indiana State Representative

Marilyn Bardon

Matthew Barth

Ken Barlow

Brenda Bellamy

Joe Bobuch

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Peggy Gamlin

Tom Glass

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Bev Goebel
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Julee Jenkins
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Jenny Johnston
Linda Karn
Brittany Kenna
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Gloria Keppel
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Iris Vogel-Eskew
Phillip Votauw
Sheila Walkup
Tiffany Wessler
Charles Workman
Pam Young
David Young
Angelica Zieke

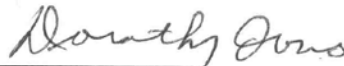
METROPOLITAN DEVELOPMENT COMMISSION
OF MARION COUNTY, INDIANA
RESOLUTION NO. 2010-CPS-R-001

RESOLUTION 2010-CPS-R-001, amending a segment of the Comprehensive or Master Plan of Marion County, Indiana.

Be it resolved that, pursuant to I.C. 36-7-4, the Metropolitan Development Commission of Marion County, Indiana, hereby amends the Comprehensive or Master Plan for Marion County, Indiana, by the adoption of the West 30th Street Corridor Plan, which is attached hereto and incorporated herein by reference as an amendment to the Comprehensive or Master Plan of Marion County, Indiana.

Be it further resolved that the Secretary of the Metropolitan Development Commission is directed to certify copies of this Resolution 2010-CPS-R-001, amending the Comprehensive or Master Plan of Marion County, Indiana, with the adoption of the West 30th Street Corridor Plan.

Be it further resolved that the Director of the Department of Metropolitan Development is directed to mail or deliver certified copies of this Resolution 2010-CPS-R-001, to the Mayor of the City of Indianapolis, the City-County Council of Indianapolis and Marion County, and the Board of Commissioners of Marion County, Indiana and to the legislative authorities of the incorporated cities and towns of Marion County, Indiana that are directly affected by this plan. The Director shall also file one (1) copy of the Resolution and one (1) summary of the plan in the office of the Recorder of Marion County.



Presiding Officer
Metropolitan Development Commission

APPROVED AS TO LEGAL FORM
AND ADEQUACY THIS 14th
DAY OF JANUARY, 2010



Stephen Neff
Assistant Corporation Counsel

